



Safest Car on Earth

Do not let the many world's championships held by National cars confuse you.

Almost any automobile sold today is too fast for your comfort if carelessly put to the limit of speed.

But there is not one car that is better qualified to endure the hardships of sustained speed than the National 40, as demonstrated by its many thousands of miles of victorious racing.

Is not a machine that has been urged at the limit of speed for relentless thousands of miles of terrific speed; one that has withstood the most severe punishment, and emerged conqueror of all rivals, regardless of cost—more reliable than an untested and unproven product.

We risked our reputation, in the open against all competitors, just to prove to you in true sportsmanship the superior quality of the National cars. This is your unimpeachable guide to best values.

The National is the safest car in the world.

Four Models, \$2,500 to \$3,000

Storm Motor Car Co.,

Phone Main 7006.

1012 14th St., Bet. K and L Sts.



By WILLIAM ULLMAN.

While returning from Atlantic City last Saturday a Lion "W" roadster skidded into a fence on the railroad bridge at Annapolis, Md., and rolled down a thirty-foot embankment, turning completely over twice. The fenders, windshield, and radiator were badly bent, although the radiator did not spring a leak, and the motor was not hurt in the least. It required a gang of men and a derrick to pull the car out of the ditch, after which it was driven home under its own power. This speaks volumes for the sturdiness and durability of the Lion.

The Goodyear Tire and Rubber Company is calling the attention of the auto world, with pardonable pride, to the fact that in the thirteenth year of their existence they have placed on the market a million of their automobile tires. They are the makers of the well-known No-Rim-Cut tire.

George M. Dickson, general manager of the company that builds the National "W" cars, expresses an opinion to the effect that the right hand drive will, in a couple of years, be considered an antiquated proposition. There are a number of good arguments in behalf of the left-hand drive, especially that it will eliminate a lot of discomfort for the person occupying the seat next to the driver.

The Bowles Motor Sales Company is in receipt of the following telegram: "At Fresno, Cal., March 18 and 17, Warren entered in ten-mile, fifteen-mile, and twenty-five-mile races, same car winning all races. Mile track very heavy and slippery after heavy rains. Time for twenty-five-mile, twenty-six minutes fifty-two seconds."

Cheyenne, Wyo., has been so long regarded as the last stronghold of the old west that it comes as a shock to the average Easterner to hear that Cheyenne's police not only punish those who get away, but will after April 1 hustle all prisoners off to jail in a motor patrol wagon.

For the first time since its inception, a continuous automobile tour is soon to be made over the entire length of the International Highway, starting from Miami, Fla., and terminating at Quebec, Ontario, a distance of about 3,000 miles.

The party will consist of eight people in three cars and be under the direction of Fred C. Miller, representing the Board of Trade and the Automobile and Good Roads Association of Miami, and will be conducted under the auspices of the Touring Club of America and the Quebec-Miami International Highway Association.

Mr. Miller, who is an enthusiastic good roads advocate, will be accompanied by his wife and chauffeur, and will lead the tour in his Overland car. Mr. and Mrs. E. W. Hild, of Elkins, N. Y., in a Chalmers car, and W. F. Hines, of Miami, in an "H-M-F," will accompany Mr. Miller as far as New York, where the party will be welcomed by John A. Stewart, president of the League of Good Roads Association, Howard D. Hadley, president of the Quebec-Miami International Highway Association, George A. Simard, of Montreal, chairman of the Canadian committee of the international association, and others of the Touring Club, prominent automobilists and highway officials.

It is a remarkable fact that although Europe has been building automobile tires for a great many years, the rubber tread type of nonskid pneumatic so prevalent in this country is practically unknown there, except as it has been introduced by American tourists.

As this is the first continuous tour ever made by motor cars of all the Atlantic Seaboard States through to Canada, the international good roads tourists will be given a splendid reception at every point, and plans are now under way for their reception in Atlanta, where they will be escorted into the Southern capital by D. D. Armstrong, vice president of the Touring Club, and officials representing the chamber of commerce and other civic organizations. At Ploehurst the party will receive a cordial greeting from Leonard Tufts, president of the Capital Highway Association, and as well as an American flag, the latter to be replaced upon crossing the border into the States.

All of the three cars will fly the Touring Club's official pennant, as well as an American flag, the latter to be replaced upon crossing the border into the States.

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Domination by a Canadian flag, which will be an interesting feature in connection with the run.

"If one would start his motor 'on the spot,' he should speed his motor up just before stopping it, by opening the throttle wide," said Charles Spilldorf, who has been in the business long enough to know what he is talking about. Then if the spark is cut off, a full charge is left in the cylinder to be ignited when another start is to be made.

Frank K. Lane, representing the Velle Motor Vehicle Company, of Moline, Ill., is in the city with a view to placing the agency for the Velle.

The Reed Motor Supply shop reports the sale of a complete outfit of the Gray & Davis lighting system.

Elkin Reed is expecting a representative from the Gray & Davis factory next week, who will spend some time here installing the systems that have been installed.

Earle & Allen are anticipating the arrival of a carload of Hupp-Yeats electric and R-C-H self-starting touring cars about Monday.

In a letter recently received from a correspondent in South America, he says: "There are many striking illustrations of the fact that the world is growing smaller. It is due much to the shrinking process, which is always going on as the interior continues to cool, but to the bringing into closer contact and relationship of one country with another."

But a letter to the effect that another country was almost the equivalent of going to another world. The railroad, the steamship, the telegraph, and the telephone have been great distance eliminators. As I journeyed through these far-off South American countries there are evidences on every hand that good old Uncle Sam's country is not far off. The cash register, the harvesting and threshing machine, and innumerable other lines of products from far-off countries are everywhere in evidence. Yesterday, on my journey from the interior to Rio de Janeiro, the train stopped at Sao Paulo.

"I noticed a big modern touring car in waiting and my curiosity to know from whence it came led me to watch for its departure that some evidence might come into view. After taking about two handsomely groomed and especially attractive ladies the car turned to leave. The feminine charm was so strong that I nearly lost the opportunity to read 'Mitchell' on the front of the radiator."

Sales Manager Dillen, of the Lauth-Jurgens Motor Car Company, was a visitor in Washington last week.

The Auto Exchange and Supply Company, agents for the K-R-J-T, have received a model of the new roadster of that make.

The National Capital Motorcycle Club has added, for their next Memorial Day, a race for twin-cylinder motorcycles, cylinder capacity to be fifty cubic inches or less, instead of offering cash prizes, the club will put up some very handsome cups. The entry fee for automobiles will be \$5, and for motorcycles \$1, for one race or all. The meet has been sanctioned by the F. A. M. and sanction has been applied for to the A. A. A.

F. D. Towell has resigned as president of the club, and has been succeeded by E. M. Dodson, former vice president, who in turn has been succeeded by Paul Draper. The meeting night has been changed from Thursday to Wednesday night. Bids for the various privileges at Bonning track, during the meet, will be received by the club next Wednesday night at their headquarters, 308 Pennsylvania avenue.

The car in which T. Lamar Jackson is seen driving these days is a new model Stevens-Duryea "AA" torpedo. The car is finished, body and chassis, in English purple lake, with nickel trimmings, and on account of its angular beauty has attracted unusual attention, being one of the handsomest cars seen this season.

We beg to acknowledge the receipt of the Pocket Automobile Guide of the District of Columbia, just published by the Carmichael Press. It is a neat little volume, and should be greatly appreciated by all interested in automobiles. In addition to its usefulness, it is a commendable piece of work, containing some color pages that reflect great credit upon the publishers.

"Billy" Barnhart, local agent for the Everitt, was among those present at the Washington-Philadelphia game Thursday. William got a little "cheesy" on that occasion, but then, perhaps he had a right to. Here are some of the Everitt owners he pointed out: Philadelphia, President Poppel, Manager Dooin, Paskert, Alexander, and Titus; Washington, Capt. McBride and Walter Johnson.

Norton M. Little has purchased from T. Lamar Jackson one of the new model "AA" Stevens-Duryea, seven-passenger touring cars. The car, ordered will be finished, body and chassis, English purple lake with nickel trimmings. When received Mr. Little will be the possessor of one of the most beautiful cars in the city.

J. E. McDonald, for a number of years the local representative of the Locomobile company, severed his connection with that company last night, going to Philadelphia to locate. It is rumored that he will be associated with the Packard Motor Company in that city.

The automobile muffler cut-out is doomed. After a battle that has lasted for years—a battle in which sanity and sportsmanship have been arrayed against ignorance and intolerance—a large number of cities and communities have passed laws which prohibit, either for the entire day or that part between darkness and dawn, the uselessly noisy tactics of the cut-out fiend.

London has taken the lead, and Europe is falling into line. New York's aldermen have some prohibitive legislation before them, which will probably be passed. There has always been argument over the advisability of equipping cars with cut-outs. Some manufacturers have refused to install such an appliance, maintaining that there is no need for it in a car with a well-designed muffler. Others assert that their cars require a cut-out at times, in order to avoid stalling

the motor. To a great extent the differences appear to be in design. That cars can be built to do all their work satisfactorily and quietly has been proven by the Buickette corporation and the Packard Motor Car Company. The E-M-F "20," Flanders "20," and all types of Packards are marketed without cut-out equipment. It is also noteworthy that these cars have attained wide fame for their quiet running—a result, perhaps, of the fact that the cars never exhaust except through the muffler.

In view of the prevailing variety of opinion, the Automobile Club of America recently decided to make a series of systematic experiments which would firmly establish the facts in the case. The results were embodied in a lecture by Prof. F. R. Hutton, chairman of the club's technical committee.

To the amazement of the club members and their chauffeurs, Prof. Hutton plainly proved that a motor develops just as much power when muffled, as when exhausting direct from the cylinders. Test after test was made from the platform, at motor speeds both high and low, and with the same result. There was a narrow range of medium motor speed where the unmuffled motor seemed to develop a fraction more power, but this advantage vanished as the speed grew greater or less.

In view of Prof. Hutton's conclusions, the one substitute advanced for the muffler cut-out is not likely to save the noise-makers much longer. Motorists and public will surely rejoice in the near future over the official squelching of a long-standing nuisance.

K. OF C. BOARD TO MEET.

Plans for Columbus Memorial Unveiling to be discussed.

The national board of directors of the Knights of Columbus will open their quarterly meeting at the New Willard this morning. There will be an interchange of views of men coming from all parts of the country bearing on the local interest in the unveiling exercises of the Columbus Memorial in this city on June 3.

Commissioner Hearn, who represents the order officially in all matters pertaining to the part the Knights of Columbus will take in the event, arrived in the city last night. Mr. Hearn has just completed a trip of three weeks in Cleveland, Columbus, Cincinnati, Indianapolis, Chicago, St. Louis, Pittsburg, and a large number of smaller cities.

Commissioner Hearn will consult with Col. Spencer Cosby about the official programme for the day of the unveiling.

Policeman McOsker Dismissed.

William McOsker, a private of class 1 in the Metropolitan police force, has been removed from the service because of conduct unbecoming an officer. Formal announcement of the dismissal was made yesterday afternoon by the Commissioner, who approved the findings of the police trial board. McOsker was tried by the board on February 24. The dismissal became effective Friday.

Lord Kelvin, the great British scientist, began study electricity seriously at the age of ten.

TED JOHNSTON SELF STARTER PATENT.

We Want to Demonstrate the Ted Johnston Self Starter to YOU

That will show you BEST the advantage of the Ted Johnston Self Starter. We'll give it any test you want—and PROVE it a real, efficient starter.

Put on a self starter and your car is always ready. All up-to-date cars now have self starters. A Johnston will make your last year's car up to date.

No old-fashioned cranking—no cold weather troubles. Even if you should run out of gasoline while on the road it will feed Acetylene Gas to your motor and keep your car running for 100 miles.

In cold weather it warms your engine until the gasoline vaporizes. We pump a 100 Fullum car in cold storage for 26 hours, and when it was taken out it was started immediately with the Johnston Self Starter.

It is simple and inexpensive. It can be attached to any car having dual ignition and a motor of four or more cylinders. It requires no change in the construction of the motor.

We guarantee the Johnston for life. Price \$30.00—attached free by mail. Sold by good auto supply houses the world over.

If you can't call, tell us to send you the new descriptive literature—it's free.

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Subsiders of Electrical Supplies.
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No Car--At Its Price--Has Ever Equaled This



"NO CAR LIKE THE EVERITT FOR SERVICE"

For hard, continuous service over country roads, there is no medium-priced car in the world that will give the satisfaction of the standard "Everitt 30."

This is the car on which the Everitt reputation was built; the car which has just won the strenuous Cleveland and Buffalo Endurance Runs; the car which always makes a good showing in owner's hands; and the car which, of all the cars selling below \$1,500, is the best car in the world for you.

EVERITT

The Everitt is not one of the many built "hurry-up" methods, and sold at a quantity price. It is not a "cheap cut"; it is a good car. Through-out, it is a piece of machinery, built by real mechanics in a real factory. In 1911, the "Thirty" equipped as it is to-day, cost \$1,500. It was considered, by men in the trade, the best value in its class on the market. For 1912, the "Thirty" is an even better car for less money. If you are familiar with the make-up of modern automobiles, a close inspection and severe test of this car will show its desirability. You will note its an-ble motor, double-drop frame, honey-comb radiator, and unique mechanical simplicity. As you try its ability up the hills and on bad roads, you will see that, for performance, there is literally nothing to compare with it. The price of the "Everitt 30," fully equipped, is only \$1,250. And this price brings you, to all intents and purposes, \$4,000 worth of real automobile service.

Call and see the new models, or let us send you a catalog.

WM. P. BARNHART & CO.,
1610 14th Street. 'Phone N. 2089.

No-Rim-Cut Tires 10% Oversize

The Show-Car Tire

One-third of all cars at the 55 Shows held this year were equipped with Goodyear tires.

More cars were shown on Goodyear tires than on any other two makes combined.

That's on show cars, remember—on cars with their best equipment.

And 127 leading makers of cars have contracted for these tires for their 1912 models.

Out-of-Date Tires

Tires that rim-cut are distinctly out-of-date. So are tires just rated size. Too many blow-outs result from overloading.

No-Rim-Cut tires make rim-cutting impossible. They are 10 per cent oversize. And these patent tires now cost no more than other standard tires.

Any motor car owner, when he knows the facts, will adopt No-Rim-Cut tires.

1,000,000 Used

Over one million Goodyear tires have been used on some 200,000 cars.

As a result these tires now out-sell any other tire in existence.

The demand in two years has multiplied six times over. It has tripled in the past year alone.

GOODYEAR No-Rim-Cut Tires
With or Without Non-Skid Treads

Our 1912 Tire Book, based on 13 years of tire making, is filled with facts you should know. Ask us to mail it to you.

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio
This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

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1912 OVERLAND Cars

Roadsters, Touring Cars, and Delivery Wagons
Ranging from \$900 to \$1,500

OVERLAND WASHINGTON MOTOR CO.
Tel. M. 5410 829 Fourteenth St. N.W.

FOR SALE--At a Bargain
Chalmers Pony Tonneau
Chalmers Touring Car
Fully equipped with extra tires, etc.

T. LAMAR JACKSON
TEL. N. 3863
14th and R Streets.

Announcement

TO OUR FRIENDS and the general public who have come in contact with us in the past, we beg to announce that we have embarked in business for ourselves at the address given below.

A number of years in the school of experience has taught us to become

Expert Tire Repairers

We handle all makes of new tires. Wolf's Head Oils and Greases and special Packard Oil.

J. B. BICKLEY . . . Formerly with Goodrich and Diamond Tire Factories
M. H. COLLINS . . . Formerly with Meely, the Tire Man
E. E. TURNER . . . Formerly with the Kelly-Springfield Tire Co.

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THE ALL-CHROME NICKEL-STEEL CAR Built Like a \$5,000 Car
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Self-Starting Three Models
\$1,250 \$1,500
\$1,850
Telephone North 2089

FOR SALE---SECOND HAND
STUDEBAKER ELECTRIC PHAETON
Brand-new Exide Batteries in Perfect Order.
WILL SELL CHEAP. 1313 New York Ave. N. W.



WHY?

Why have practically all the makers of fine cars, after holding off for several years, at last come round to the making of six-cylinders?

Why were we "wrong" years ago and "right" now?

The world has come round to our way of thinking; that's all.

T. Lamar Jackson.
14th & R N. W.
Phone N. 3863.



Model AA, Six-cylinder Torpedo